Meadowvale

a new urban life style

2002.051.001

Meadowvale: a new urban life style

Meadowvale is a dynamic new design for urban living . . . a dramatic plan for a total community . . . a pace setter for balanced, harmonious development in the 1970's and beyond.

It is part of the largest, most comprehensively planned and closely related group of communities ever to be undertaken in North America.

Meadowvale is intended for people of all ages, all occupations and aspirations, and virtually all incomes.

The environment will be complete: housing to accommodate every need, education in the fullest sense, employment in all kinds of industries, recreation to suit every inclination, town centres to serve the commercial and cultural needs, and roads and walkways that knit these elements together.

Basically, Meadowvale is people living, learning, working, playing and growing in a new urban life-style in the midst of open spaces and parks.

The site encompasses 2,400 acres of open land in the towns of Mississauga and Streetsville, flanking the fine natural setting of the Credit Valley in the northwest corner of the Metropolitan Toronto Planning Area.

The site straddles Highway 401, backbone of the major inter-provincial transportation and urban growth corridor of Ontario. A network of arterial roads and the main CP Rail line to Windsor connect Meadowvale with all parts of this corridor and with its immediately surrounding region.

The Meadowvale lands lie directly in the path of urban growth spreading north from the shore of Lake Ontario and west from Metropolitan Toronto toward Hamilton. The permanent greenbelt of the Credit Valley, however, will ensure that Meadowvale will have its own distinctive identity in the expanding metropolis.

The relentless pressures of population and economic growth in Metropolitan Toronto will continue to push urbanization in the direction of Meadowvale.

All the signs, the studies, the surveys, support that conclusion. By 1981, the Metropolitan Toronto population will reach about three million; the Town of Mississauga population will quadruple to nearly 440,000.

These estimates are based on demographic analyses which also indicate that Mississauga will experience the highest growth rate in the Metro Toronto area and the greatest need for housing and industrial development.

In terms of its magnitude, strategic location, and unity and comprehensiveness of design, Meadowvale promises to be the outstanding community of the next decade.

Meadowvale will be developed as three community elements, each with its own neighborhoods and character but closely related one to another.

First to be developed will be Meadowvale South and Meadowvale West, situated southeast and southwest of the Highway 401-Mississauga Road interchange. Meadowvale West will contain a wide variety of housing, ranging from detached houses to high-rise apartment buildings. Meadowvale South will contain industrial development and housing.

Next to be undertaken will be Meadowvale North where the emphasis will be on apartments and cluster housing. It will be located just north of the interchange.

The North and West communities will focus on town centres with integrated housing and shopping, commercial, recreational, cultural and social amenities.

Each town centre is planned to embody a distinctive spirit, zest, vitality and aesthetic quality. Each will be the active crossroads of its community.

Meadowvale South extends into the Town of Streetsville, whose flavour of history and tradition will be an attractive counterpoint to the boldness of Meadowvale's design.

The proximity and accessibility of Meadowvale's community and recreational facilities will be of great advantage to its sister-community of Streetsville. Employment opportunities, potential income and greatly increased industrial-commercial assessment generated by Meadowvale will also benefit both Mississauga and Streetsville.

In short, the established town and the new communities will complement one another and share in the economic, social and cultural progress of the region.

The Town of Mississauga has shown a keen understanding of Meadowvale's potential and has signed a development agreement with Markborough Properties Limited.

The company assembled the Meadowvale lands and will develop the community. Markborough is a Canadian real estate development company, publicly-owned, Toronto-based and national in scope. Among its major shareholders are more than 20 of Canada's leading financial institutions and business enterprises. Its assets have increased from $14 million to $52 million since it was established in August, 1965.

The agreement with Mississauga protects the town's taxpayers against any special financial burdens — now or in the future.

The municipality's requirements for parks and recreation acreage will be nearly doubled in Meadowvale. The agreement, moreover, stipulates that Markborough will participate in the development of Meadowvale's social, cultural and recreational amenities.

The agreement also assures orderly, controlled development in the hands of one developer, conforming to such municipal requirements as a desirable balance of industrial-commercial and residential lands. It facilitates co-operation and co-ordination of effort.

The development will proceed in step with the implementation of an agreement between the Ontario Water Resources Commission and Mississauga, Streetsville, Port Credit, Chinguacousy Township and Brampton.

Under this agreement, signed in December 1968, the OWRC will provide the necessary sewer and water trunks to all of these area municipalities.

These major services are bound to give tremendous impetus to Mississauga's industrial-commercial and residential development.

They will also enable construction to start on the Meadowvale project, which will take 12 to 15 years to complete.

Ultimately, about 70,000 people will live in Meadowvale. They will travel to and from schools, to town centres, recreation complexes, parks and employment areas along a web of roads and walkways that separate motorists from pedestrians.

The planners are Project Planning Associates Limited, one of the most experienced consulting firms in Canada. The firm has built an international reputation for its work in every phase of land planning and development throughout Canada and abroad. The company was established in 1956 by the group that planned, designed and managed development of Don Mills in Metropolitan Toronto — an urban community regarded as a landmark in superior planning.

Erin Mills, adjoining Meadowvale, is likewise planned as a total community, focussing on open space and balanced integrated development.

The combination of Meadowvale and Erin Mills produces an uninterrupted and consistently harmonious plan for development from Highway 5 north almost to Steeles Avenue and from the Credit River west into Oakville.

Erin Mills and Meadowvale have certain important features in common, although they are distinctly separate developments.

The two development firms have agreed on the disposition of shopping centres and arterial road systems. They have signed virtually the same development agreements with the Town of Mississauga.

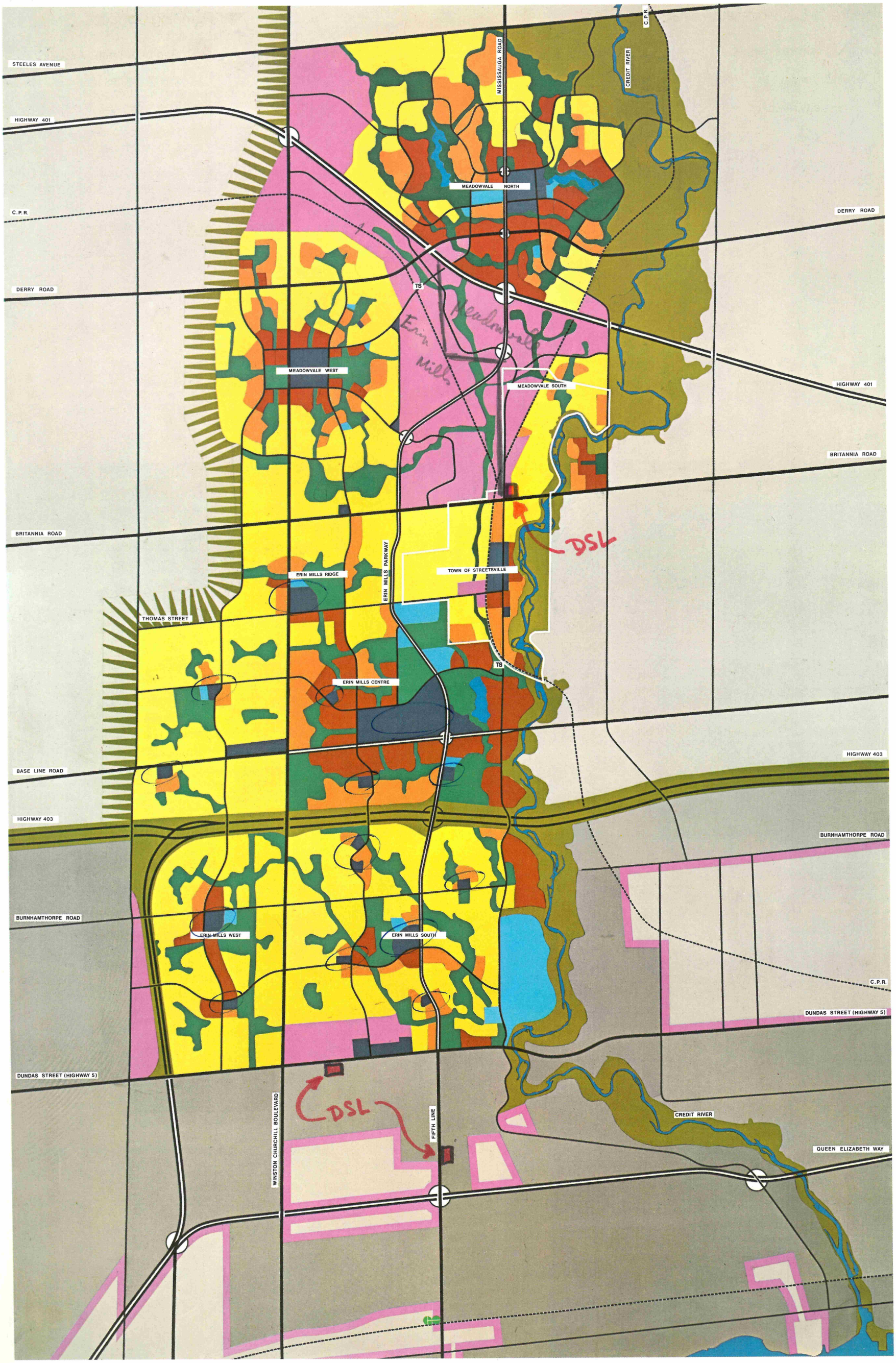
They have retained Proctor and Redfern Limited to carry out the engineering of trunk services for both developments.

The planning consultants of both developers have maintained active liaison to achieve the common goals.

The planners have extended the theme of balanced, integrated development beyond the boundaries of Meadowvale and Erin Mills. They have formulated patterns of peripheral development and road design to bind the new communities into the future of the region.

This kind of collaboration between two developers is highly unusual, perhaps unique.

But then Meadowvale and Erin Mills together will form the most distinctive constellation of new communities ever created in Canada.


STEELES AVENUE
HIGHWAY 401
C.P.R.
DERRY ROAD
BRITANNIA ROAD
BASE LINE ROAD
HIGHWAY 403
BURNHAMTHORPE ROAD
DUNDAS STREET (HIGHWAY 5)
THOMAS STREET
MISSISSAUGA ROAD
CREDIT RIVER
C.P.R.
DERRY ROAD
HIGHWAY 401
BRITANNIA ROAD
HIGHWAY 403
BURNHAMTHORPE ROAD
C.P.R.
DUNDAS STREET (HIGHWAY 5)
QUEEN ELIZABETH WAY
ERIN MILLS PARKWAY
WINSTON CHURCHILL BOULEVARD
FIFTH LINE
CREDIT RIVER
MEADOWVALE NORTH
MEADOWVALE WEST
MEADOWVALE SOUTH
TOWN OF STREETSVILLE
ERIN MILLS RIDGE
ERIN MILLS CENTRE
ERIN MILLS WEST
ERIN MILLS SOUTH
TS
TS
DSL
DSL

West Credit Development Concept

- High density residential
- Medium density residential
- Low density residential
- Commercial
- Institutional
- Industrial
- Parks, Open Space and Schools
- Lakes and River
- Greenbelt
- Other Urbanized Area
- Other Industrial Area
- Rural
- TS Rail Transit Station

Planning Concept

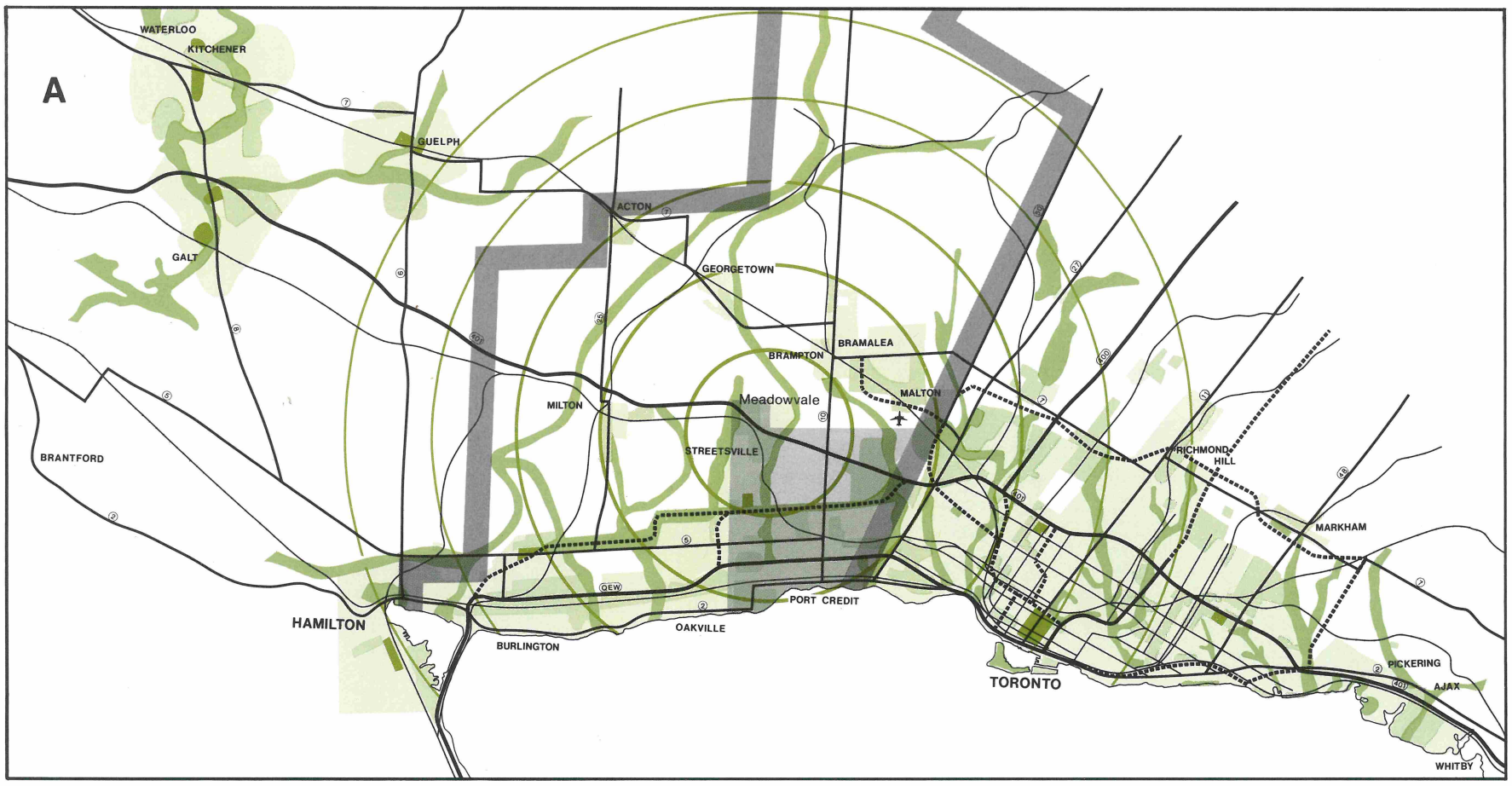
- Regional Traffic Access
- Communities
- Town Centres
- Major Recreation and Education Centres
- Transit Station
- Industry
- Open Space System

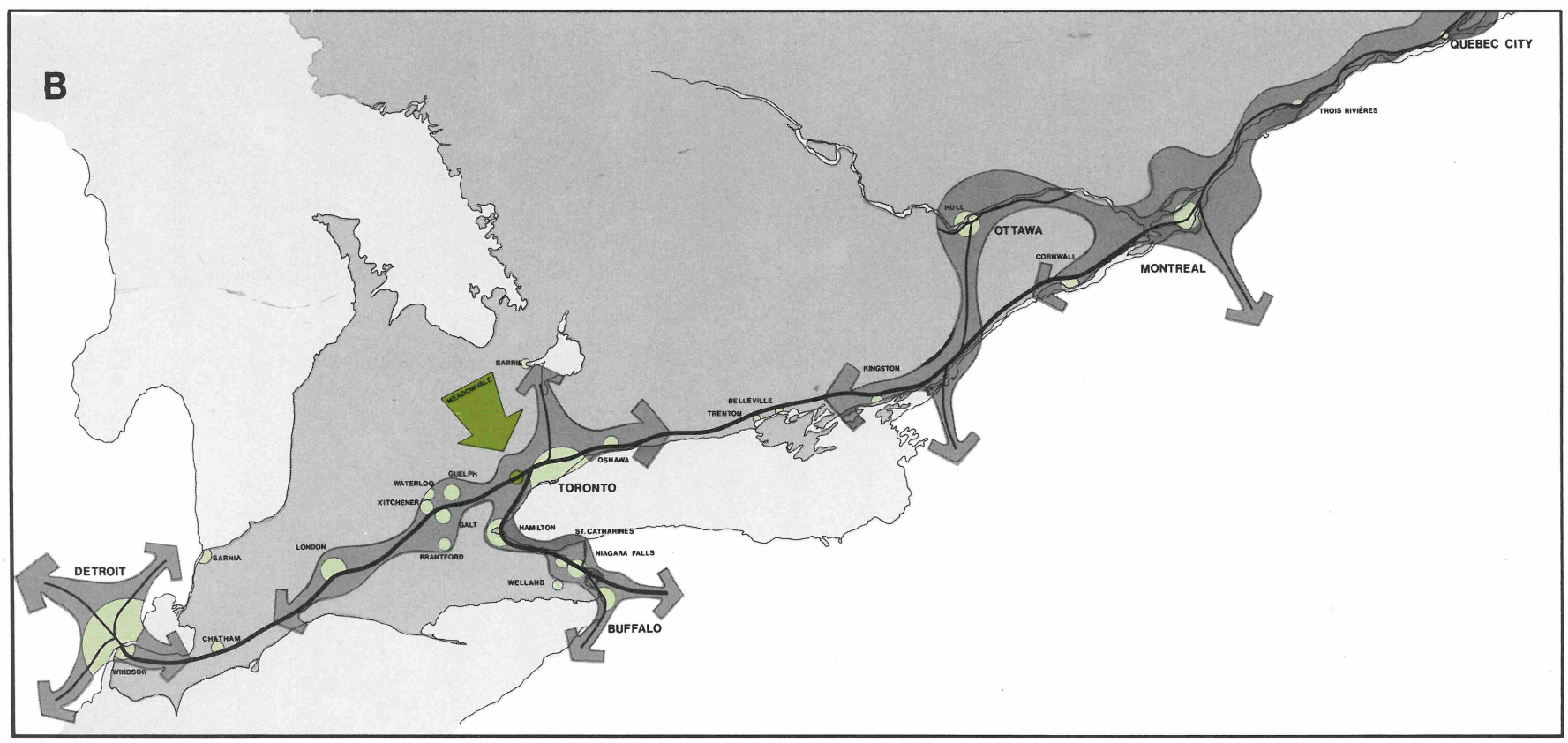
A Future Regional Context

- Residential
- Industrial
- Regional Centre
- Open Space
- Existing Roads
- Proposed Roads
- Proposed Regional Municipality of Peel-Halton
- Proposed Town of Mississauga

B St. Lawrence-Great Lakes Development Corridor

- Urban Development Trends
- Urban Centres
- Inter-urban Transportation





Location and Town Sites: a pivot for growth

Astride Highway 401 (the Macdonald-Cartier Freeway) and bisected by Mississauga Road, the Meadowvale lands are in a supremely strategic position just west of Metropolitan Toronto.

This interprovincial artery, stretching from Detroit to Quebec City, is the most important generator of urban growth in Canada. Meadowvale lies directly in the path of metropolitan expansion toward the swiftly developing Guelph and Kitchener-Waterloo complex.

The scenic, unspoiled Credit Valley parallels the eastern perimeter of Meadowvale and meanders through its southeastern corner. The main CP Rail line to Windsor also passes through Meadowvale.

Boundaries of the development site are: Britannia Road in the south, Winston Churchill Boulevard in the west, Creditview Road near the Credit River Valley in the east, and above Derry Road in the north.

Within the site, the town centres will be less than 25 miles from downtown Toronto.

The Town of Oakville abuts the western limits of the site. In the south, the Meadowvale lands extend into the Town of Streetsville. The Credit River Valley in the east is a conservation area and will be maintained as a greenbelt.

The 2,400-acre site is in a rural area. With the exception of Streetsville, residential development on surrounding lands is relatively sparse.

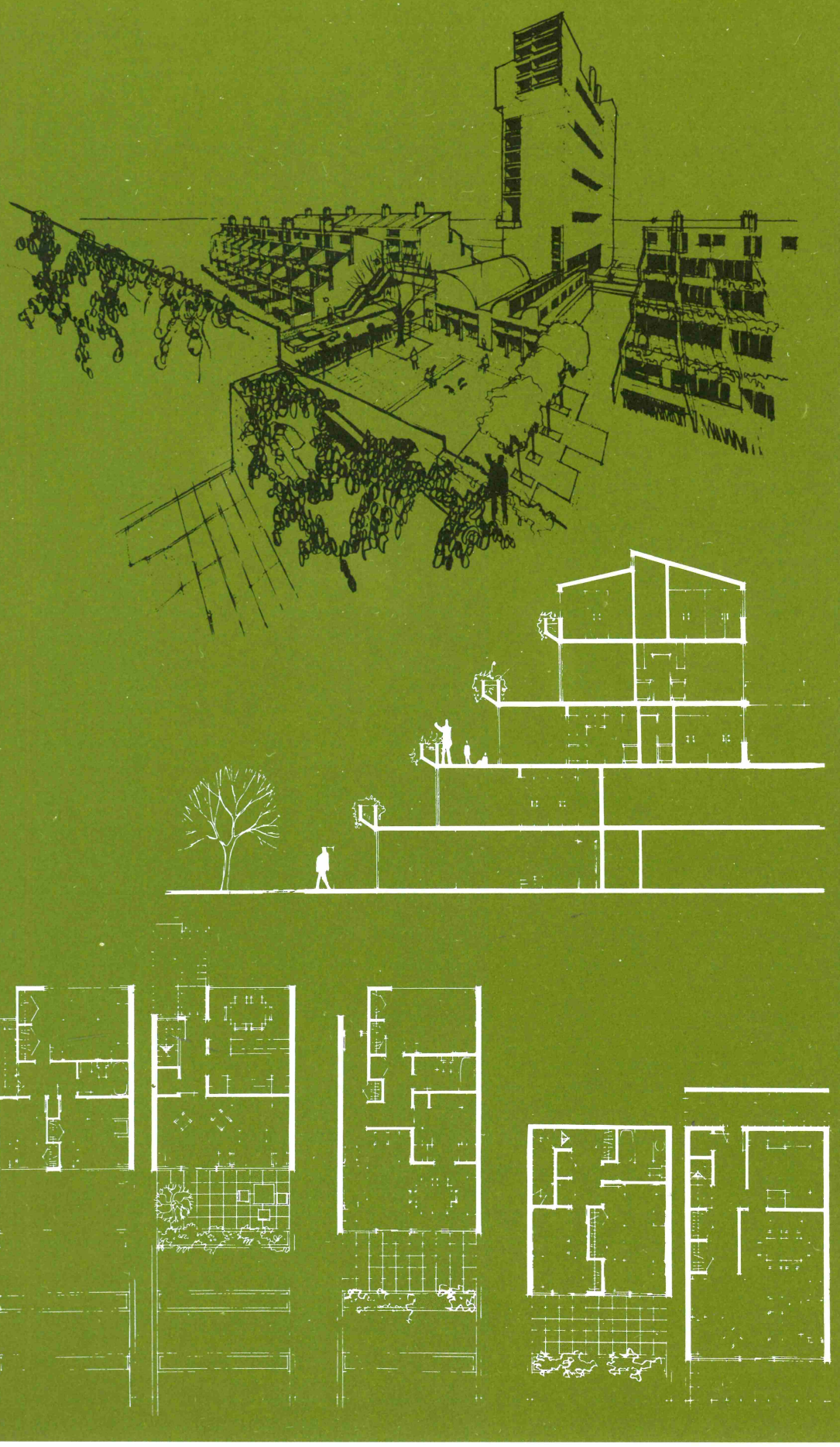
The topography, drainage and watershed patterns and the woodlots and vegetation on the site — particularly near the Credit Valley — are the valuable natural features of the lands upon which Meadowvale will be built.

Landscaping and a thorough exploitation of these natural assets will produce the impressive system of parks and open spaces planned for Meadowvale.

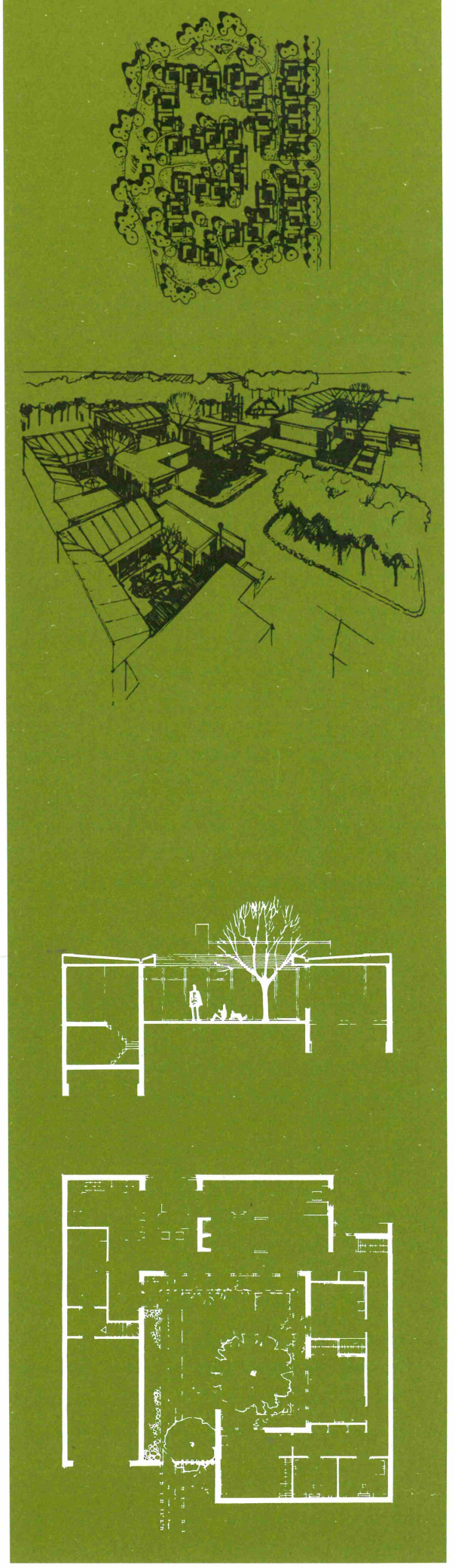
Medium and higher density residential areas especially will be sited to provide direct access to and views of attractive open spaces.

Meadowvale is ideal, logical and inevitable as the linchpin of regional industrially-based residential development between Toronto and Kitchener.

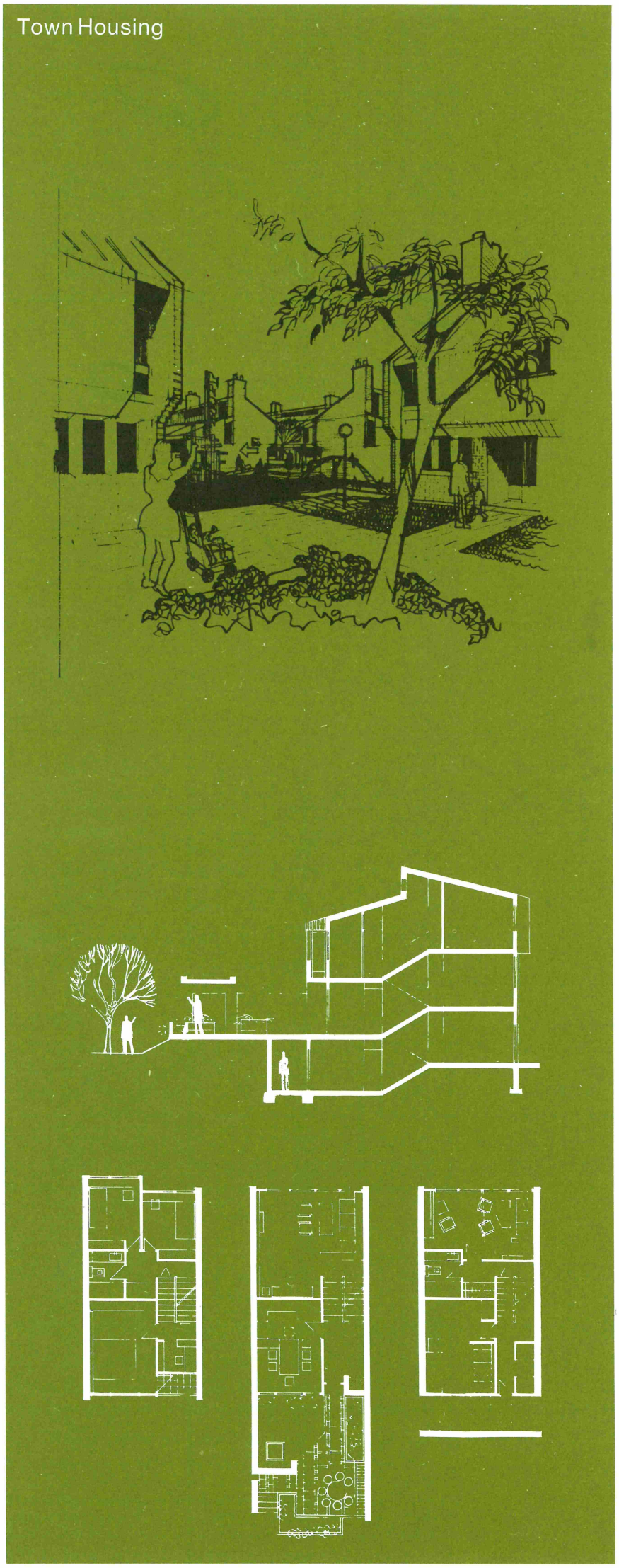
Terrace Housing



Court Housing



Housing: accent on variety



Garden court homes and advanced styles of terraced homes are part of Meadowvale's full spectrum of housing. These dwelling types have been thoroughly tested in Europe, but are relatively unknown in Canada.

The housing, new or conventional, will be within easy walking distance of neighborhood schools, parks and local shopping facilities.

Walkways will join the housing to every other part of Meadowvale as well — in a safe, scenic pattern. Neighborhood streets will tend to be short and winding.

Apartments will be close to or part of the town centres and the major open spaces. All of the housing will be sited to capitalize on the topography, watercourses and the presence of trees and vegetation.

A small lake will be ringed by apartments, for example. Terrace housing will complement sloping terrain. Where vegetation is sparse, tree and shrub planting will be intensive.

Condominium housing will be provided as the demand arises.

Meadowvale's housing is designed for people of all ages and backgrounds and for most levels of income. Single persons, young couples, large and small families, senior citizens — all will be at home here.

Planning for the housing will be flexible, related to the evolving demands of a growing community and to the latest improvements in housing technology.

But it will always reflect the concept of balanced, harmonious residential, commercial and industrial development in a natural, open-spaced setting.

And in that setting the variety of housing will allow residents to stay in Meadowvale — moving from one type of accommodation to another as their needs change.

Of the 19,500 dwelling units to be built, 19 per cent will be single-family detached, semi-detached, and attached garden court homes; 46 per cent will be town and terraced multiple-family homes; and 35 per cent will be apartments.

The strong emphasis on garden court and terrace housing underscores the basic theme of pleasurable living in the midst of nature.

This is plain from the ratio of land use for residential purposes (48 per cent of total acreage) to recreational, park and open-space purposes (16 per cent of total acreage).

This latter category does not include the enormous asset of the adjoining Credit Valley.

Based on an estimated 3.6 persons per dwelling unit, the population of Meadowvale is ultimately expected to reach 70,000.

It will take 12 to 15 years to complete Meadowvale. During the first six years, an average of about 1,100 dwellings will be built annually. In latter stages of construction, the pace will quicken to about 1,600 to 2,000 dwellings a year.

Meadowvale North
Meadowvale South
Meadowvale West
MISSISSAUGA ROAD
WINSTON CHURCHILL BOULEVARD
JP
SEP
SS
SP
CR
S

Land Use Plan

- High density residential
- Medium density residential
- Low density residential
- Commercial Centres
- S — Service Stations and Centres
- Industrial
- Institutional
- Neighbourhood and Community Parks

Schools:

- SS — Secondary
- SP — Senior Public
- JP — Junior Public
- SEP — Separate
- Other Open Space and Walkways
- Lake
- CR — Commercial Recreation

Summary of Design Statistics*

1 Land Areas:

residential	1,151 acres	48%
commercial	80 acres	3%
industrial	371 acres	15%
schools	128 acres	5%
open space	375 acres	16%
institutional	54 acres	2%
major roads	270 acres	11%
Total	2,429 acres**	100%

2 Population:

Meadowvale West	23,400
Meadowvale South	8,700
Meadowvale North	37,900
Total	70,000

3 Housing:

single family detached	2,390 units	12%
semi-detached and court housing	1,390 units	7%
town housing	3,100 units	16%
terraced housing	5,760 units	30%
apartments	6,820 units	35%
Total	19,460 units	100%

4 Overall density:

28.9 persons per gross acre.

5 Parks and Recreation:

13 neighbourhood parks
2 community parks
2 town centre parks
2 recreation complexes

6 Schools:

14 junior public schools
2 senior public schools
3 secondary schools
3 separate schools

7 Commercial Centres:

2 town centres	870,000 sq. ft. retail floor space
6 local centres	98,000 sq. ft. retail floor space
Total	968,000 sq. ft. retail floor space
offices	1,300,000 sq. ft. floor space

8 Hotels - Motels:

1 hotel site in the Meadowvale North Centre on the Lake
1 hotel-motel site in the industrial area

9 Industry:

371 acres of industrial land (excluding major roads and open space)

10 Employment Opportunities:

jobs in industrial areas	10,000
jobs in town centres and other facilities	11,000
total employment	21,000
total working force @ 40% of total population	28,000
job opportunities/resident working force (theoretical)	75%

11 Major Roads:

arterial roads	9 miles
collector streets	11 miles
Total	20 miles

12 Residential/industrial-commercial land ratio in the Town of Mississauga

Assessable residential land	940 acres
Assessable industrial-commercial land	450 acres
Residential/industrial-commercial land ratio	2.1:1
Residential/industrial-commercial land ratio required by Development Agreement	3.3:1
Industrial-commercial land in excess of Development Agreement requirement	167 acres

13 Residential/industrial-commercial land ratio in the Town of Streetsville **3.2:1**

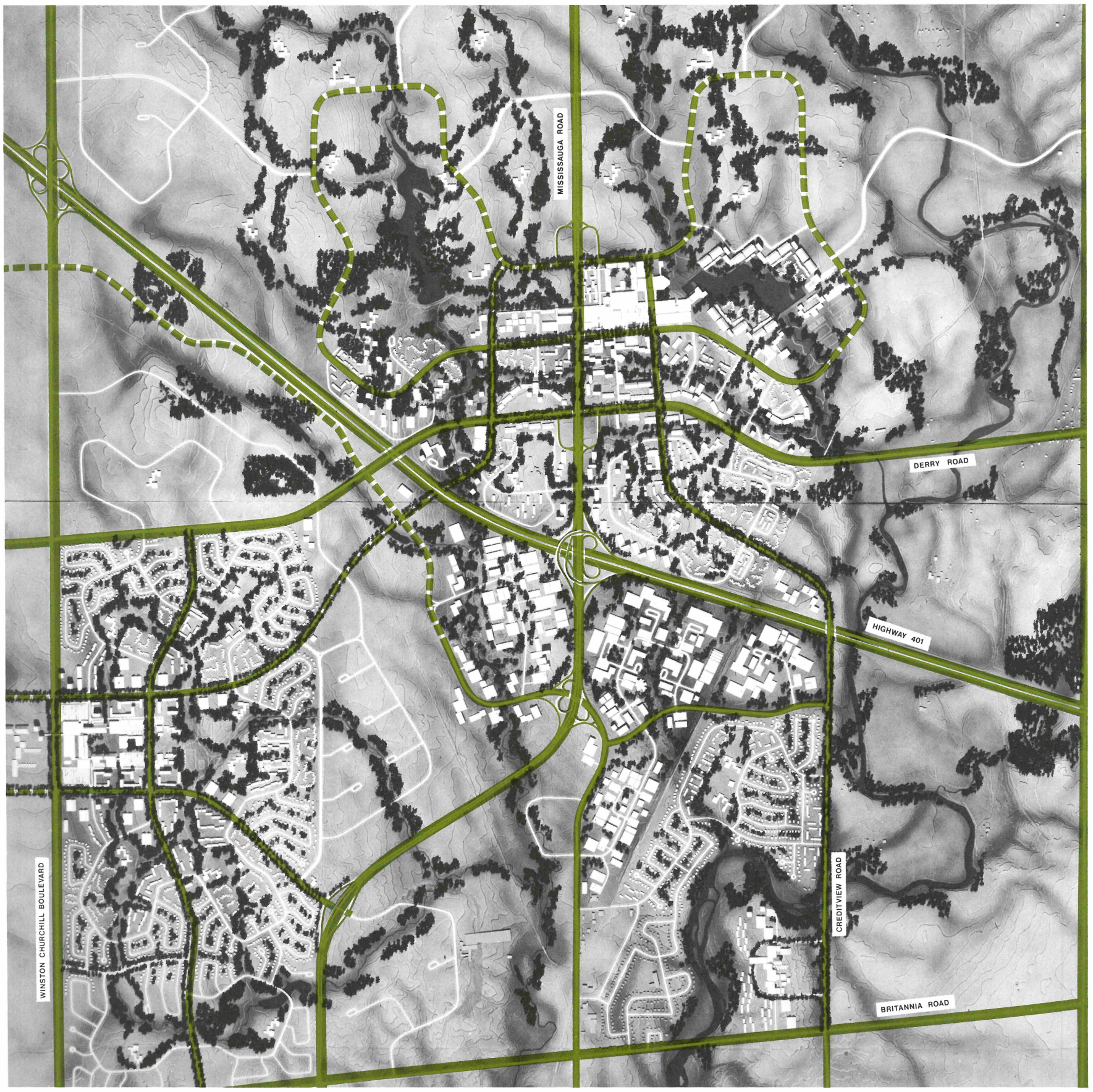
* The above statistics refer to land owned by Markborough Properties Limited in the Towns of Mississauga and Streetsville.

** This includes 2,182 acres covered by the Development Agreement with the Town of Mississauga.

deleted from figures for Meadowvale South.

Major Road System

- Freeway
- Major Arterial
- Minor Arterial



Transportation: mobility and accessibility

Meadowvale will be among the most accessible centres in Ontario. The site is already excellently served by freeway, highway, road, rail and airport.

Meadowvale is designed with the enormous economic and social mobility of our society in mind, allowing for the easy and rapid flow of people and goods into and out of the community.

The impact on the social and economic growth of the region in these terms is of great consequence.

For one thing, Meadowvale sits astride Highway 401, the major freeway route from Windsor-Detroit to Montreal and Quebec City and the backbone of Canada's greatest urban transportation corridor.

Mississauga Road stretches from Lake Ontario, passing through the Meadowvale lands north to Highway 7. It intersects, en route, with the Queen Elizabeth Way and Highways 5 and 401.

The site of the community is in the vicinity of a network of highways, among them the Queen Elizabeth Way, Highways 10 and 27.

To the south of Highway 401, the proposed Highway 403 will provide alternate expressway connections to Toronto and Hamilton.

A computerized traffic engineering study, undertaken during the design of Meadowvale, ensures that the road pattern will amply accommodate expected traffic volumes, eliminating congestion and hazards and providing a basis for road widenings and relocations and intersection design.

Meadowvale's internal road system and its external connections are designed to serve the community, rather than dominate it. Good planning gives priority to community functions and land uses, and makes the roads system conform to these criteria rather than vice versa.

The roads of Meadowvale will not be rigidly right-angled and many will take the form of curves and crescents. They will converge on the town centres, link the community to regional highways, and separate industrial from residential traffic.

At present, a grid of main roads exists in the site, among them Derry Road (known as Rexdale Boulevard in the western part of Metropolitan Toronto), Steeles Avenue, Winston Churchill Boulevard (the Oakville-Mississauga town line) and Britannia Road.

The main CP Rail line to Guelph-London-Windsor cuts through the Meadowvale lands in a northwest direction. The line appears to be a logical extension of the GO commuter train service to Toronto; a GO station in Meadowvale is just as logical.

Meadowvale is some 35 minutes by car to downtown Toronto. The nearby industrial areas in the Borough of Etobicoke are less than 15 minutes from Meadowvale by car, as is the Toronto International Airport.

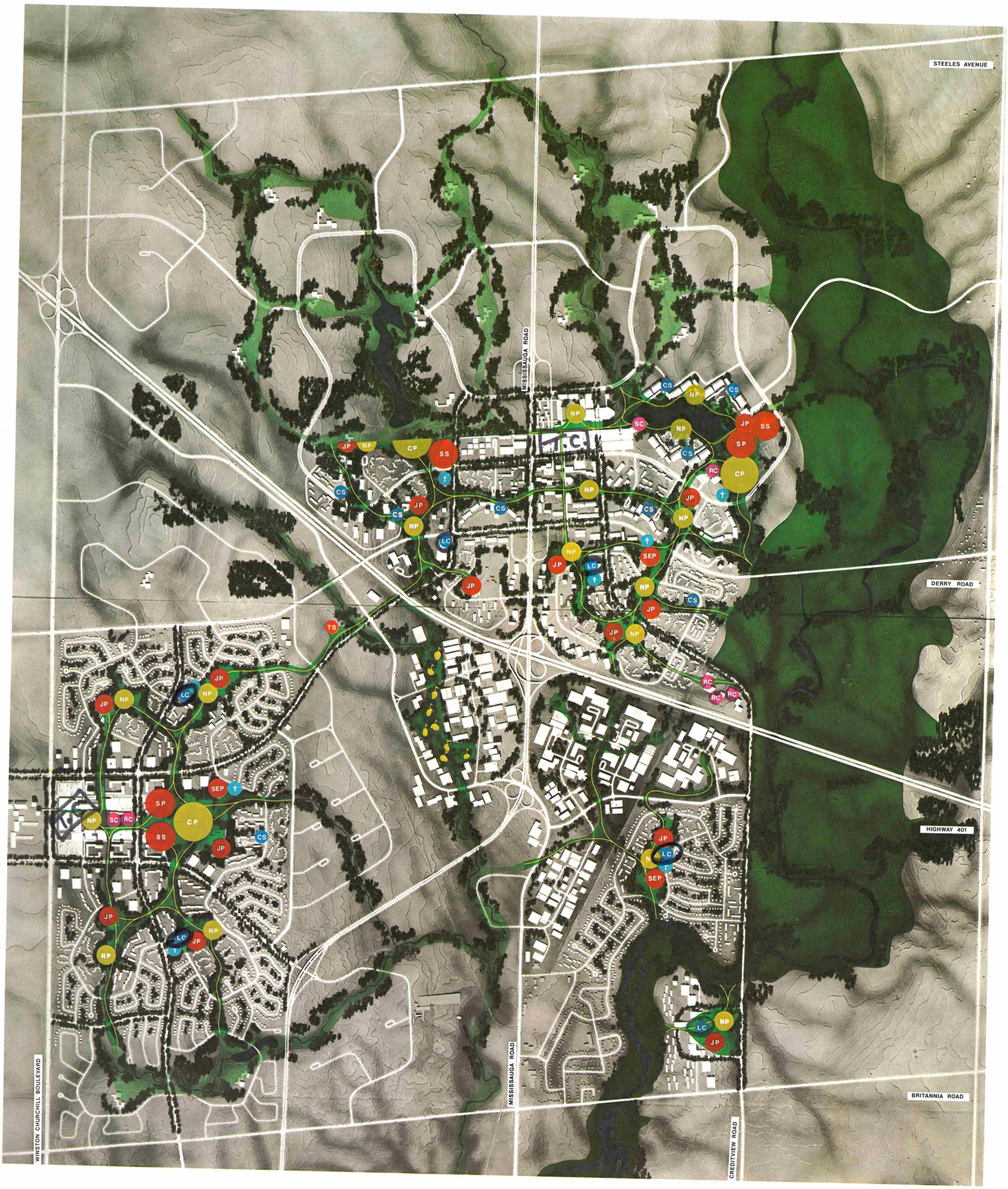
The concentration of population in Meadowvale strongly suggests the feasibility of a local transportation system. This is anticipated in the planning by the creation of a number of strategically located, high-density areas.

But nowhere in Meadowvale will transportation be allowed to become disruptive or to injure the community's pleasant environment. Indeed, it will be possible to walk along scenic paths throughout Meadowvale without interruption or danger from vehicular traffic.

Not only will it be possible; it will be irresistible.

Community Facilities

- Credit River Valley
- Open Space System
- Pedestrian Path System
- CP Community Park
- NP Neighbourhood Park
- Par Three Golf Course
- SS Secondary School
- SP Senior Public School
- JP Junior Public School
- SEP Separate School
- SC Social Centre
- RC Recreation Centre
- LC Local Centre
- CS Corner Store
- † Church
- TS Transit Station



Recreation, Parks and Open Space: the natural playground

The planning provides a feeling of spaciousness and makes maximum use of natural assets within the community boundaries.

Moreover, Meadowvale will be flanked on the east by the greenbelt of the Credit Valley and natural preserves on the west, near Oakville.

Meadowvale parks will range from small "tot lots" to extensive stretches of green space that embrace swimming pools, tennis courts, bicycling and riding trails, picnic facilities, golf courses, and a small lake.

Reserved for open space and recreation will be 5.3 acres per 1,000 population — double the Town of Mississauga's requirement.

Walkways winding through Meadowvale will follow natural drainage patterns sloping toward the Credit Valley, inviting long strolls and the maximum use of parks and recreational facilities.

Life in Meadowvale is intended to be stimulating and vigorous, to be enjoyed outdoors as much as possible.

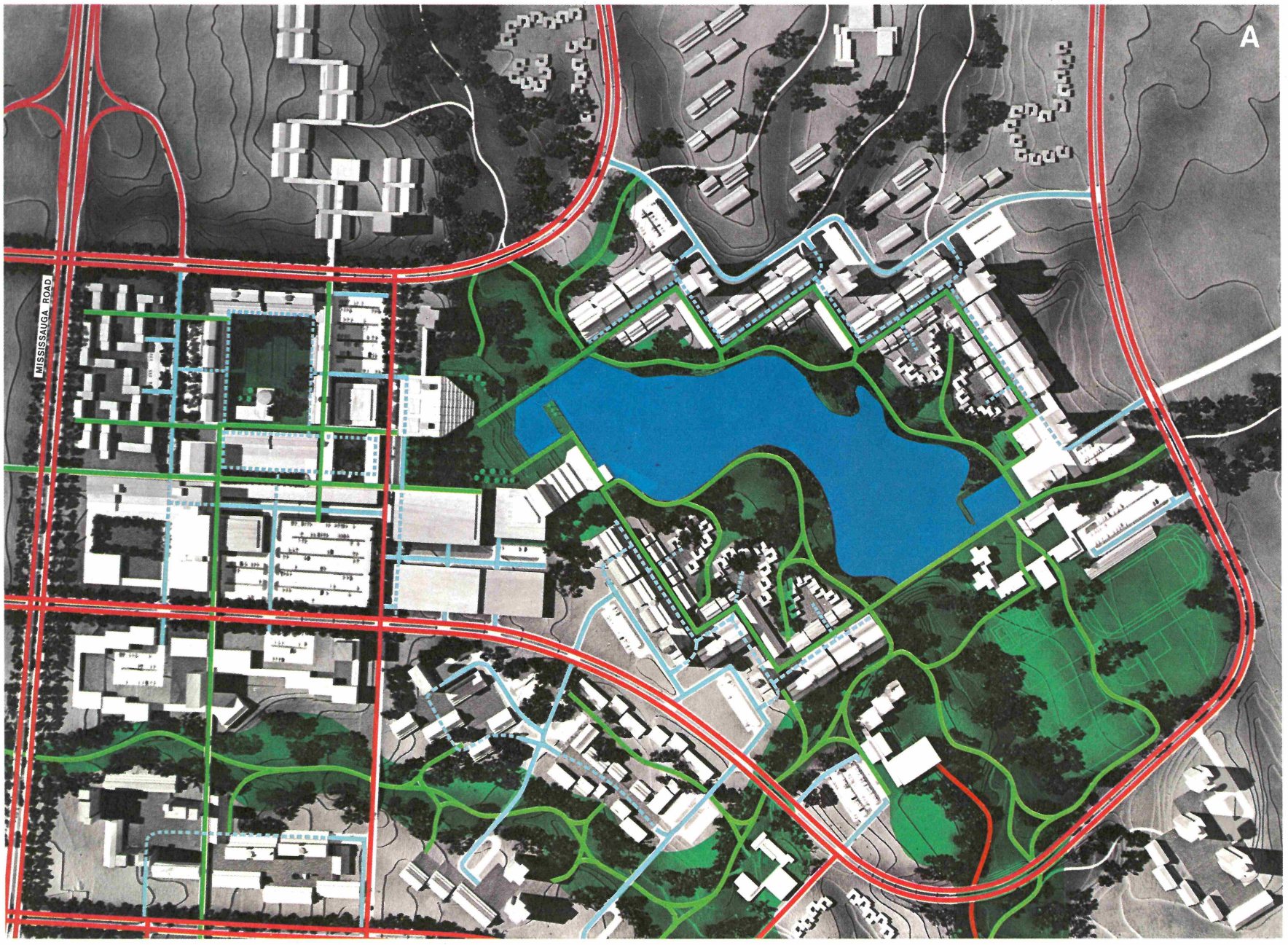
Multi-purpose recreation centres for residents of all ages, similar to Mississauga's Huron Park Community Centre, will be close to or part of the town centres.

There will be little need to leave Meadowvale for recreation. The recreation programs will be complete — virtually every athletic and social-cultural interest will be accommodated.

The larger parks will be maintained in their natural state, enhanced by tree and shrub planting and offering passive and active forms of recreation. There will be no formality to Meadowvale's parks.

In Meadowvale North, where open space will be especially extensive, a small, existing, spring-fed lake will be tripled in size by a dam.

The lake will be fringed by apartment buildings, other forms of housing and walkways. The adjacent town centre will be harmonized with the lake-in-the-park setting, blending nature and urban development into a most attractive environment.


A
MISSISSAUGA ROAD

B
MISSISSAUGA ROAD
RC
SC
R
RC
RC
SP
JP
SS
RC
†
SEP

Town Centres: focus of the community

The vitality and variety of Meadowvale's active community life will be focused in two distinctive town centres.

All paths in Meadowvale will converge on these town centres . . . to draw the community to its downtown cores and to communicate the spirit of the community among the greatest number of its residents.

The two centres are designed as shopping-commercial-entertainment-cultural complexes. They are intended to produce aesthetic marketplace environments that are not only efficient, but stimulating and uplifting.

Higher-density housing, located near the town centres, will assure a lively atmosphere throughout the day and evening.

The town centre in Meadowvale North will occupy 47 acres. The centre, overlooking a small lake, will include a hotel among its facilities.

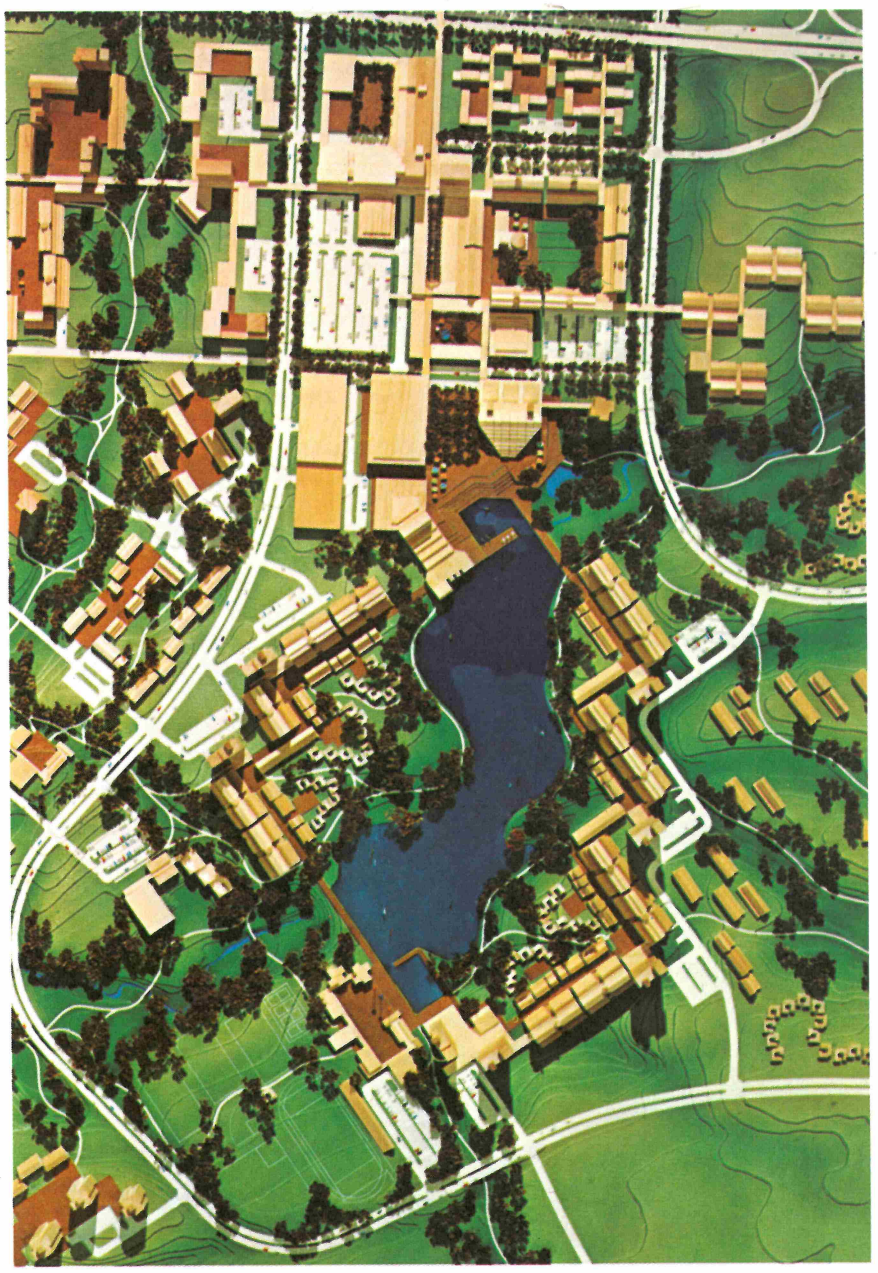
The Meadowvale West centre will be located on a 40-acre site. Both centres will house retail, entertainment and commercial enterprises ranging from boutiques to cinemas to supermarkets.

Shopping facilities in the centres will be on two floors, and will feature concourses and colonnades, fountains, landscaped courtyards, and compact, unobtrusive parking facilities.

The planning recognizes the importance of cultural, spiritual and recreational resources within the community and provision is made in the centres for churches, libraries, auditoriums and recreation complexes.

The centres will supplement small neighborhood shopping areas within Meadowvale.

Each centre will be related in design and function to the special nature of its respective community.



Meadowvale North Town Centre

A Circulation:

- Main Road
- Internal Access Route
- Surface Vehicular Service Route
- Underground Vehicular Service Route
- Pedestrian and Cycle Route
- Riding Trail
- Open Space

B Building Use:

- Apartments
- Terraced Housing
- Maisonettes
- Row Housing
- Court Housing
- Housing over Parking Garage
- Senior Citizens' Housing

- RC Recreation Centre
- SC Social and Cultural Centre
- † Church

Schools:

- JP Junior Public
- SP Senior Public
- SS Secondary
- SEP Separate

- Offices
- Retail Commercial
- R Restaurant
- Parking Structures
- Surface Parking

MISSISSAUGA RD.
C.P.R.
C.P.R.
HWY. 401
N

Industry: a campus environment

Meadowvale will be difficult if not impossible to surpass as a location for industry in Ontario — if only for its transportation advantages.

The site is bisected by Highway 401, Ontario's major urban transportation corridor. The industrial area is particularly well served by rail facilities — the main CP Rail line to Windsor and a branch line to Brampton and Orangeville.

It is also served on all sides by main highways and crisscrossed by arterial roads. Toronto International Airport is six miles away.

Industry will have a steady source of employees within the community.

The Credit Valley servicing scheme will accommodate all of industry's water and sewage disposal needs.

The presence of a range of industries will ensure the community's economic stability. Many residents will be able to find jobs within the community, with employment opportunities equal to about 75% of Meadowvale's working population.

The adjacent Town of Streetsville will share this economic well-being.

Industries will be segregated into appropriate groupings. They will be as carefully juxtaposed to open spaces, parks, residential and commercial development as any other feature of Meadowvale.

Industries will blend unobtrusively into Meadowvale; yet they will be one of its integral characteristics.

Meadowvale's principal industrial area, on the south side of Highway 401, constitutes one of the largest in the Metropolitan Toronto area to be developed by a single owner.

Plants will be grouped in campus clusters to give maximum flexibility in lot sizes and shapes. Strict development controls will be exercised to ensure compatibility of functions and high design and landscaping standards.

The industrial area will also contain convenient commercial facilities, and will be served by a golf course and a motor hotel.

Some 400 acres or 17 per cent of Meadowvale's land area will be devoted to industrial-commercial purposes.

This is 13 per cent of Mississauga's overall goal for industrial development by 1981, based on these criteria:

- That Mississauga absorbed an average of about 127 acres per year, or 18 per cent of industrial development in the whole Metropolitan Toronto Planning Area between 1963 and 1966.
- That the rate of industrial land absorption in Mississauga may well increase to 30 per cent of that of the Metro Planning Area by 1971 . . . and continue steadily for a decade or more.
- That by 1981, Mississauga will have a need for 3,150 acres of additional industrial land.

Realistically, there is one direction for industrial development surging west from Metropolitan Toronto — to Meadowvale.

Education: a continuing enrichment

A major part of the philosophy of the Meadowvale plan revolves around education.

This means education in the broadest academic, cultural and recreational sense — for residents of all ages — from the kindergarten set to senior citizens.

They will share in the widest range of learning experience: at schools during the day and evening, at theatres and auditoriums, in organized programs and in informal groups.

Each elementary school will be adjacent to a park, connected to the neighborhood by pedestrian walkways which give safe and easy access to the children's homes.

These parks, in turn, will be connected by walkways to large, campus-like recreation parks serving secondary schools, town centres and the entire community.

Fourteen junior public schools, two senior public schools, three secondary schools and three separate schools are planned for Meadowvale.

Working parents will have access to day-care centres for their children of pre-school age.

Completing the spectrum of formal educational facilities is the University of Toronto's Erindale College in the southern part of Mississauga. Through its regular program and its extension courses, this expanding college will offer Meadowvale residents a rich variety of opportunities.

Another community asset, especially for students of nature, will be the publicly-endowed, 100-acre botanical garden to be established in the Credit Valley just east of Meadowvale North.

The total community will be served by cable television, providing resources for educational enrichment as well as entertainment.

In education, as in all its aspects, Meadowvale is planning for people. It will create an urban environment that is more liveable and more uplifting.

Meadowvale:
a new urban life style

Markborough Properties Limited
50 Holly Street, Toronto 7, Ontario